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| TOPIC | | Wolfsbehringen Airfield | REPORT |
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| REMARKS | | | 25X1 |

This is UNEVALUATED

1. Between 20 May and 10 June 1954, construction work continued on the Buflsben-Wolfsbehringen railroad line. Work was started on the clearing of woods in the area of the field. At the same time, the construction of temporary buildings was started. According to conversations overheard at the field, an E-W runway was to be built. 25X1
2. On 5 June, the railroad branch line to Wolfsbehringen airfield was serviceable as far as Eberstaedt. Thus, it was about 6 weeks behind schedule, as the target date for the completion of the entire spur track had been fixed on 1 June 1954. The delay was only due to difficulties in the procurement of construction material. There was a sufficient, although slow, supply of rails, while the procurement of bolts and nuts required for the fitting of rails met with great difficulties. Therefore, the construction staff attempted to obtain nuts, bolts and screws from the manufacturing firms directly. This plan, however, failed as the required material was not available. Therefore, all the Bauunions were asked to help in the procurement of the required material. This action did not yield any result up to 5 June. In mid-May, the Soviet construction headquarters in Werder was informed about the situation. Thereupon, a 13-man team including some members of the Erfurt regional railroad headquarters (RBD) arrived on 23 May. The employees of the Erfurt RBD declared that they had not yet received any instructions from the members of the Ministry of Railroads, spoke of sabotage. Finally, Herr Kuehnemann (fnu) of Erfurt RBD promised to have rails sent to Wolfsbehringen even without a written order from Berlin. Semi-finished rails from Unterwellenborn arrived during the week after 23 May. While finishing work on these rails was done by order of the construction staff, the RBD Erfurt requested that the rails be dispatched to another construction site to which they were originally destined. The construction staff at the field, however, did not comply with this request but continued to lay the rails on the spur track. There were apparently considerable differences between the Soviet offices in Werder and the railroad agencies. The construction staff at the field believed that all these difficulties would delay the target date by about 100 days which would result in considerable surplus expenses. Therefore, construction superintendent Lehmann (fnu) reported the probable delay to the Soviet construction office in Werder. 25X1

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3. At the beginning of June, a total of 514 personnel were employed at the construction, including about 400 construction workers. Since the efforts to hire additional workers in the Langenthal, Wehrhauzen, Gotha, Erfurt, Eisenach and Nordhausen areas had only little result, the construction staff suggested that workers be detached from other sites of the Bauunion and from other Bauunions. This measure, however, would involve higher expenses for special allowances for non-local workers and, furthermore, would make the construction of additional quartering facilities necessary.
4. The preliminary estimate of cost for work on Object No 541 amounted to 12.5 million eastmarks including work on the runway and taxiways and excluding work on the fuel dump and dispersal areas.
5. Nine of the scheduled 10 low wooden buildings were completed by early June. These buildings were to remain at the field after completion of construction work. At the beginning of June, work was being done on a low wooden building which was scheduled to house the dispensary, the ration supply office and warehouse. This building as well as the building at the western exit of Haina were constructed by order of the construction staff and, after completion of construction work, were to be dismantled. The next construction stage included the construction of brick buildings such as a T-shaped building housing the kitchen and culture room, a low building for the construction staff, and a storage building for the construction material. The question of water supply was finally solved. A water main leading to Eisenach near Wolfsbehringen airfield was tapped by means of old tubes which had been cleaned and lined with tar.
6. Since the end of May, the Soviet construction headquarters in Werder pressed upon the keeping of the target dates. In this connection, Senior Lieutenant Lashvinski (fnu), liaison officer from Werder, announced the arrival of Lieutenant Colonel Smirnov (fau) lanes were cleared in Hainaer Forst for surveying work which was done by engineers Fritsch (fnu) and Dehmel (fnu). The construction staff, incited by the Soviet construction headquarters in Werder, finally decided to start uprooting work during the week after Whitsunday. Therefore, workers had to be withdrawn from the construction site where they were still urgently needed. A construction plan which was examined for a short time showed no changes against previous sketches; nevertheless it was certain that the courses of the runway and taxiways were not yet decided upon.
7. At the beginning of June, the construction staff was still quartered in the Friedrichswerth railroad station, but it was planned to move to the construction site in the course of June. The German postal service was ordered to lay two telephone connections. Allegedly, surveying engineer Dehmel (fnu) was to transfer to Querfurt in the near future. At the beginning of June, interpreters Sack (fnu) and Birnbaum (fau) were stationed at the installation. Birnbaum was allegedly scheduled to move to Querfurt.

Comment. The information on the difficulties in the procurement of material for the spur track at Wolfsbehringen airfield depicts the difficult situation at the construction site. The presumed course of the runway was previously reported.

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